

THE ARCHITECTURAL ASSOCIATION.

At a meeting of the Architectural Association (late the Association of Architectural Draughtsmen), on the evening of the 5th instant, a paper was read by Mr. J. K. Colling, upon Design in Architecture. The writer said that the author of the "Newleaf Discourses," in condemning the extent to which copyism and adherence to precedent were carried in the present day, had flown to the opposite extreme in denouncing copying altogether. He (the reader) considered architecture to depend much upon copying—and that the art was guided by rules and precedents—that the true aim of the art was to take advantage of all which had been already invented in producing new and more perfect combinations—new effects, and further improvements. He stated that architecture consisted of art and science,—the art being that of producing the beautiful in buildings,—the science that part which treats of the various modes of construction, strength, and capacities of different materials—suitable arrangement and fitness of purpose in buildings. Without studying the science an architect could not be considered competent to carry into execution his own designs. He ought, therefore, to be particularly cautious how he adopted the opinion that the science was merely building, and therefore not necessary to be studied.

He proceeded to say that the art of the beautiful was lamentably neglected by the architect of the present day,—that any thing that was ancient was considered by some perfection, and they were satisfied to copy it literally to the hundredth part of an inch—copying faults as well as beauties in the most persevering manner imaginable. Architects should not introduce any feature into a design which had only antiquity to recommend it. It should pass under a strict investigation of their own judgments, as to its claims towards the beautiful and fitness of purpose. They should not, however, alter merely for the sake of doing something different—something novel. If a feature could not be improved, it should be used without alteration, or not used at all,—that it was far better to stand still than go back. If they could not improve their materials they had better use them as they were. In pursuing the study of design, "the mind should," in the words of Sir Joshua Reynolds, "be enriched by an assemblage of all the treasures of ancient and modern art," for, "there could be no doubt that he who has the most materials, has the greatest means of invention, and if he has not the power of using them, it must proceed from a feebleness of intellect, or from the confused manner in which those collections have been laid up in the mind."

One thing he considered should not for a moment be lost sight of, especially by those who were commencing the study of design, and that was, that facility and power of drawing were absolutely necessary, and were the first things to be acquired. A confidence in the mechanical part, the art of drawing beautiful forms with ease, gave freedom in the art of design.

He concluded by observing that the art did not depend upon any heaven-born inspiration,—that it was only the result of incessant study and practice,—and that all who desired to possess the power, provided they had the courage to pursue the path with sufficient perseverance, might depend upon arriving ultimately at success.

The election of officers for the ensuing year will take place on the 19th inst.

ASSOCIATION TO PROMOTE THE FREE EXHIBITION OF MODERN ART.—The private view of the first exhibition at this association took place at the Egyptian Hall, Piccadilly, on Thursday last, too late for us to do more than allude to it. It consists of 20th works, amongst which are specimens by J. Z. Bell, Bird, Fraser, Miss Joy, Lusder, Charles Lucy, Melan, P. Park, Donald, Robina, R. Rothwell, Cornelia Varley, Wagnau, &c.,—some of them exceedingly good. Mixed up with these, however, are others of very indifferent character, which greatly mar the exhibition as a whole. The attempt is a good one, and deserves success, but the plan will require modification.

THE LAND WE LIVE IN.

THIS is the title of a new literary serial, which offers peculiar attractions amongst the swarm of periodicals, daily, weekly, and monthly, issuing from the ever-teeming press. It is conducted and written by the enterprising and talented Charles Knight, who has already produced a complete revolution in literature; and promises to be a worthy successor and companion to his valuable and interesting volumes on "London," and "Old England."

In gratitude to Mr. Knight, we direct the attention of our readers to "The Land We Live In," the more especially, too, as it will necessarily contain many historical, architectural, and engineering essays, which cannot fail to interest a wide circle of readers and thinkers. The first number of this work, now before us, is entitled, "The Road and the Railway." It embraces a review of the origin of public roadways from their first scientific formation by the conquering Romans, to the new and extraordinary era of the Iron road. Many curious and amusing instances of the dangers and difficulties of travelling in England before turnpike-roads were generally formed, are here recorded; and the narrow views of those who in all ages have opposed every useful improvement as a dangerous innovation are exposed.

In bygone days, the Scotchman, the Welshman, the Cornishman, the Yorkshireman, even the Norfolkman, seldom visited the metropolis. The conveyances were carriers, waggons, and post-horses; and when at last the mail-coach was introduced, it was regarded as the *ne plus ultra* of expedition, as well as of scientific style and equipment. But now the all-conquering railway has come upon our age and country as a miraculous phenomenon, revolutionizing the whole system of transit from place to place, and rapidly superseding every other mode of locomotion, both for man, beast, and merchandise. We must not omit to state, that the present number is illustrated by four nice wood-engravings by Jackson, Dziel, Branton, and T. Williams, from designs by Harvey, and Creswick; shewing "The Pack-horse train" passing over a mountain defile in the 17th century; an equestrian group at "The Turnpike," 1663; "The Machine," a lumbering stage-coach of 1750, with six horses, and literally a "basket" attached for passengers behind; and lastly, "The Road-wagon" of the 18th century; specimens of which are still occasionally met with. We anticipate for the work a decided success.

WESTMINSTER COURT OF SEWERS.

A GENERAL COURT of Commissioners of Sewers for the city and liberty of Westminster was held on Friday last at the sewers court, Greek-street, Soho-square; Capt. Baguelin in the chair.

The report of the deputations appointed to wait on Lord Morpeth respecting the Health of Towns Bill was received, which stated, that the deputation had been courteously received; and that after hearing arguments, his lordship said he would give them consideration, and transmit his answer to the commissioners.

Relative to the late contract for a new sewer in the Fulham-road, it was stated that Mr. Hobbs, to whom the contract was given, had made no attempt to commence the work, and it was believed that he had no intention of doing the work required.

The question having been brought before the court, it was thought by some that the next lowest contractor should be selected, or the contractor forced to proceed; but ultimately it was arranged, that Mr. Hobbs should receive notice to proceed, and in default, the question to be brought before the next court.

The Sanitary Condition of the District of All Souls, Marylebone.—The subject of the improvement of the sanitary condition of Marylebone came again before the court this day, when a long discussion ensued on the report of the surveyor presented at the last court, when certain works were ordered in pursuance of the suggestions therein contained. The total cost of the whole will be upwards of 20,000*l.*, but those at present ordered would only amount to a fifth of that sum. It was thought by some hon. commissioners, that they ought to pause till they saw the result of Lord

Morpeth's Bill, while others were of opinion they should pursue the course of improvement irrespective of such considerations, and especially as they had reason to believe that Lord Morpeth's Bill would not be passed in the present session. It was also intimated that great difficulties would arise in making a rate, if one division of their jurisdiction was to continue to drain into another.

It was eventually resolved by a large majority, that the order for the following works be confirmed, viz.:—2,435 feet of No. 1 Sewer along Berwick-street, St. James's; and Wells-street, and Great Titchfield-street, St. Marylebone; 800 feet of No. 2 Sewer, along Foley-place and Edward-street, St. Marylebone; 1,660 feet of No. 2 Sewer, along Little Castle-street, Oxford Market, Great Castle-street, John-street, and Margaret-street, St. Marylebone.

It was arranged that the first-named work should be that first proceeded with, and it was ordered that advertisements be inserted in the papers, for tenders for the performance of the same.

A rate was made on the Ranelagh district on houses at 3*d.*, and land at 1*d.* in the pound; and on the Counters Creek District on houses at 6*d.*, and on land at 2*d.* in the pound. Abstracts of the same will be found below:—

RANELAGH DISTRICT.

	Total Rental.	Total Rate.
St. John, Hampstead..	£ 19,787 ..	£212 16 7
Willesden	6,040 ..	44 19 0
St. Luke, Chelsea	139,985 ..	1,735 12 1
St. George, Hanover-square	141,146 ..	1,764 6 6
St. Margaret, Westminster	24,565 ..	307 1 3
St. Mary Abbott, Kensington	65,726 ..	817 5 6
St. Mary, Paddington	268,715 ..	3,335 5 9
St. Marylebone	113,109 ..	1,407 9 3

Totals £779,073 £9,624 15 11

COUNTERS CREEK DISTRICT.

	Total Rental.	Total Rate.
Willesden	£ 2,216 ..	£ 35 7 0
Hammersmith	3,879 ..	95 0 10
St. Mary, Paddington	4,358 ..	107 11 4
St. Margaret, Westminster	1,797 ..	44 18 6
St. Mary Abbott, Kensington	110,979 ..	2,609 7 2
St. Luke, Chelsea	18,917 ..	159 11 10
All Soul's, Fulham	16,397 ..	399 0 6

Totals £158,573 £3,750 17 2

The decree having been signed for the above, the Court was adjourned.*

FURTHER NOVELTIES IN GLASS.—Sir Robert Peel's anticipations of the extended use of glass appear to be on the way towards a complete fulfilment. Only the other day a proposal was made in THE BUILDER, to add a new glory to that elegant exponent of the feminine graces and sentiments, the pianoforte, by covering the key notes with a tasteful iridescence of varicoloured glass; and other projects, such as the conduction of illuminative gas through pipes of glass, with ground and closely-fitted jointings, have been suggested through the same medium. It now appears, however, that not only milk-pans (yielding, by the bye, an additional crop of cream, it is said) and cream-pots, jars, and flower-pots, tiles, grape-glasses, and various other horticultural and floricultural utensils are already made of glass, but even such unlikely implements as rolling-pins, and a heterogeneous list of other manufactures hitherto usually wrought in wood, or clay, or metal. Beer-glasses, too, and propagating-glasses, seed protectors, &c., are now made of this useful and elegant, as well as cheap material, which scarcely requires the establishment of any thing like truth in a recent report of the discovery of a mode of rendering it malleable, in order to constitute it a most formidable antagonist and substitute for all kinds of manufacture, not only in metal and wood and clay, but in other materials, including even silk and worsted.—for we may add, what may not be known to some of our readers, that beautiful fabrics, even as it is, have been actually woven with a mixture of threads of coloured glass and silk.

* All proceedings within the last week, with regard to the sewerage of the district, have been taken in a late number of our journal, and his tender was not accepted because the scale of prices of 2023 occupiers was not set low as this.